

Good Day.

Ref Appended email, Kindly Find attached requisite Information which will be required from our end for Filing of the "Fuel Oil Non Availability Report "

a) The vessel's name, flag, and IMO identification number or other relevant registration number : Sonangol Cabinda / Bahamas / 9575589

b) A copy (or description) of the ship's voyage plan in place at the time of entry into the North American ECA, including the vessel's port of origin and port of destination, and the name of the first U.S. port of arrival;

Vessel Entered US ECA on 07th January / 15:45 Lt ( 07th Jan 18:45 UTC ) in Position 49 19 N 048 05 W while vessel was enroute from a Voyage ( Voy 201307 ) from Mongstad ( Norway ) to Discharge Port Canaport ( Canada ). Since 07th January Till Date Vessel has been Trading in North American ECA Area.

Vessel under Present Voyage ( 201401 ) is Loading at Whiffin Head & will be discharging at Portland - Maine ( USA ).

c)When the vessel first received notice it would be conducting a voyage involving transit in the North American ECA, and the vessel's location when it first received such notice;

Vessel Has been trading in US ECA since 07th January /15:45 LT ( 07th Jan 18:45 UTC ) when we entered US ECA on a Voyage from Mongstad To Canaport ( Voy 201307 ) and Present Voyage ( 201401 ) from Whiffin Head to Portland Maine.

d)The date and time the ship operator expects to enter and exit the North American ECA, as well as the projected days on which the ship's main propulsion engines will be in operation;

e) The sulphur content of The Fuel oil that will be used when entering & operating in the North American ECA :

Vessel Has presently 23/Jan/12:00 LT ( 23/Jan/15:30 UTC ) ROB of 137.0 MT of LSFO ( Sulphur content of 0.99 % ). Vessel expected to Depart Loadport Whiffin Head ( Canada ) on 24/Jan/10:00 LT ( 24/Jan/13:30 UTC ).

ROB of LSFO at the time of Departure Whiffin Head ( 24/Jan /10:00 LT - 24/Jan/13:30 UTC ) will be approx. LSFO - 130 MT

Vessel will arrive at Portland Maine on 26th Jan 21:00 LT with LSFO ROB of 30 MT.

Vessel expected to berth at No.2 Pier by 28th/08:00 LT with LSFO ROB of 15 MT.

f) A description of the actions taken to attempt to achieve compliance prior to entering the North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available (e.g., compliant fuel oil was not available at ports on “intended voyage;” fuel oil supply disruptions at port; etc. As mentioned above, the United States government does not consider the cost of compliant fuel oil to be a valid basis for claiming the non-availability of compliant fuel oil). Include names and addresses of the fuel oil suppliers contacted and the dates on which the contact was made;

[illegible][illegible]

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f) If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, for example with respect to viscosity or other fuel oil parameters. Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends;

NA.

g) The availability of compliant fuel oil at the first port-of-call in the United States, and your plans to obtain that fuel oil;

The LSFO is available at Portland Maine. However Terminal is Not allowing permission for Bunkering Concurrent with discharge operation while Vsl is A/side Portland Pipeline Pier No.2.

h) If compliant fuel oil is not available at the first port-of-call in the United States, the lowest sulfur content of available fuel oil, or the lowest sulfur content of available fuel oil at the next port-of-call in the United States;

LSFO is available at Portland. The HSFO which is intended to be used has Sulphur content of 3.25%.

i) If the vessel has operated in the North American ECA in the prior 12 months, provide the names of all U.S. ports visited, the dates of the port calls, and whether the vessel used compliant fuel oil;

Vessel has operated in North American ECA in teh Past 12 Months. details as Follows:

Sabine Pass Lighterage Area :

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Entered US ECA area on 17th Sept 2013 / 08:20 LT in Posn 25 45.0 N 089 46.0 W

Departed US ECA area on 25th Sept 2013 / 09:12 LT In Posn 25 59.8 N 094 11.85 W

Vessel has used Compliant LSFO.

Port Arthur - USA

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Entered US ECA area on 30th Sept 2013 / 08:15 LT in Posn 26 07.5 N 092 36.5 W

Departed US ECA area on 14th Oct 2013 / 06:54 LT In Posn 26 06.65 N 092 34.21 W

Vessel has used Compliant LSFO.

G) If the vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States government in the previous 12 months, identify the number of Fuel-Oil Non-Availability Reports previously submitted, and provide details on the dates and ports previously visited while using non-compliant fuel oil; and

Vessel Has Submitted "NIL" Fuel Oil Non Availability Report since

h) All relevant contact information, including the ship master, ship operator, legal agent in the United States, ship owner, and any related parent companies. Also include a designated corporate official who is authorized to answer additional questions relating to claims of fuel oil unavailability and his or her full contact information. The sulfur content of the fuel oil that will be used when entering and operating in the North American ECA;